

**Amendments to the Claims**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (previously presented) A method for controlling engine operation in a vehicle, the engine coupled to an emission control device including at least platinum particles for converting emissions from the engine, the method comprising:

detecting a deceleration condition of the vehicle;

in response to said deceleration condition, having combustion in at least one cylinder, and adjusting fuel injection into the engine to maintain an exhaust mixture air-fuel ratio entering the emission control device to be lean, but less lean than a limit air-fuel ratio value, said limit air-fuel ratio value being a lean air-fuel ratio limit determined as a function of exhaust temperature.

2. (original) The method recited in Claim 1 further comprising, adjusting an exhaust valve in an exhaust system of the engine to increase exhaust gas cooling.

3. (original) The method recited in Claim 1 wherein said limit air-fuel ratio decreases as temperature increases, at least in one operating region.

4. (original) The method recited in Claim 3 wherein said exhaust temperature includes temperature of the emission control device.

5. (previously presented) The method recited in Claim 4 wherein ~~the exhaust includes a second emission control device is coupled upstream of said emission control device.~~

6-21. (cancelled)

22. (previously presented) A method for controlling engine operation in a vehicle, the engine coupled to an emission control device including at least platinum particles for converting emissions from the engine, the method comprising:

detecting a deceleration condition of the vehicle;

in response to said deceleration condition, adjusting fuel injection into the engine to maintain an exhaust mixture air-fuel ratio entering the emission control device to be lean, but less lean than a limit air-fuel ratio value, said limit air-fuel ratio value being a lean air-fuel ratio limit determined as a function of exhaust temperature, wherein said limit air-fuel ratio decreases as temperature increases, at least in one operating region, wherein said exhaust temperature includes temperature of the emission control device, wherein a second emission control device is coupled upstream of said emission control device wherein said limit air-fuel ratio for said downstream emission control device is based on an amount of oxygen storage of said upstream emission control device.